OXC-0657-68

Copy 2 OF 3 Maint My
3 December 1968 Flair-file

MEMORANDUM FOR THE RECORD

STORAGE OF OXCART VEHICLES AND ENGINES SUBJECT:

REF : DE-336-67 (7 August 1967)

1. A survey was made at the, Site 2, Palmdale facility on 15 October 1963 to review security procedures for subject, and to determine if the requirements in reference had been met.

2. At present, storage is supervised and monitored 25X1 LAC Plant Manager. Responsible security factors in the storage areas is LAC Security representative office is at the Palm-25X1 dale Site.

3. Access to Buildings 210 (O Vehicles) and 211 (engine storage) is limited to a total of 84 personnel. provided the following breakdown, by category, 25X1 of personnel who have access, as required:

- 1 Plant Manager (LAC)
- 2 LAC Security Representatives
- 13 Guards (LAC)
  - 7 LAC Inspectors
- 31 Mechanics (LAC)
  - 9 P&W Engine Mechanics and Inspectors
  - 2 Firemen (LAC)
  - 2 Personal Equipment Men (LAC)
  - 2 Tractor Drivers (LAC)
  - 7 Material Men (LAC)
  - 8 Building Maintenance People (electricians, carpenters, plumbers)

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25X

- All "O" Vehicles are now stored in Building 210. The storage area has been modified as follows:
- a. A full height metal partition has been erected at the east end of the storage hangar.
- b. All panels of the segmented hangar doors are secured to each other by S&G padlocks.
- c. All access doors to the storage area have been sealed with welded and bolted brackets with the exception of a crash-out door on the north interior wall of the storage area, and an entrance door on the south exterior wall. The personnel entrance door is metal, equipped with an S&G Group I combination lock. The inner entrance is a wooden door protected by a cypher lock. During normal working hours the outer door is kept unlocked and normal access is permitted to those having the cypher lock combination.
- d. Detex stations are located at the hangar door control box and along the inner perimeter of the storage area. The inner area is patrolled by Lockheed guards at two-hour intervals during all non-duty hours.
- e. The center portions of the hangar doors are equipped with Mosler Contact Alarms monitored at the guard control
- A deluge water system has been installed. Monitor panels for the system are located in the guard control room, adjacent to the LAC fire department area. The monitors display both temperature and rate-of-rise of temperature.
- Engines are stored in the north end of Building 211. A full height metal partition has been erected in 211 to seal it off from the paint shop at the south end of the building. Access doors and hangar doors are protected in the same manner as those in Building 210. During non-working hours, the area is entered and checked once every 2 hours by a guard patrol using Detex stations. The sprinkler system is monitored in the guard control room.
- 6. Buildings 210 and 211 are surrounded by a double chain link fence nine feet in height. The two breaks in the fence consist of a vehicle and personnel gate next to the main guard shack to the south of Building 210, and an aircraft entry gate kept locked at all times except when in use.

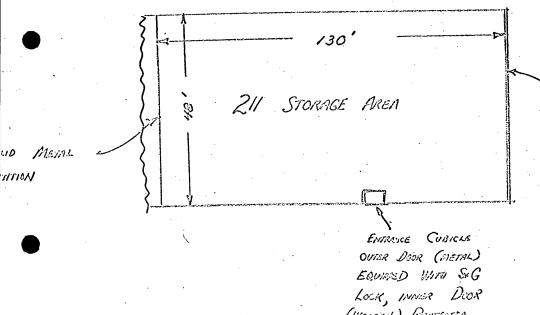
7.	Sketches	of	the	two	storage	areas	are	attached.
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25X1

25X1

As stated above

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HENGAR DOORS WITH SEG LOCKED ON INCIDIOUAL LOCKS Doors

LOCK, INNER DEOR (WODDEN) PROTECTED BY CYPHER LOCK

